

NPS-09-16-09-Batch 3

USS AZ_OHC_/3355 /Raymond "Hap" Halloran 6-17-1994

Transcription Date: 09/27/09 – Transcriber: RMR/hi

[BEGIN AUDIO]

MR. DANIEL MARTINEZ: The following oral history interview was conducted on June 17, 1994 at 8:30 in the morning by the National Parks Service, American Memorial Park in cooperation with Marianas Cablevision. The subject is Mr. Hap Halloran, Veteran of the Marianas Campaign and the Air War over Japan. The interviewer is Daniel Martinez, historian for the National Parks Service at the USS Arizona Memorial. Well good morning Hap how are you?

MR. HAP HALLORAN: I'm fine.

MR. MARTINEZ: For the record would you please state your full and complete name and spell your last name.

MR. HALLORAN: My full and complete name is Raymond F. Halloran, however I'm only known as Hap Halloran, address 41 Hallmark Circle, Menlo Park, California 94025.

MR. MARTINEZ: And the spelling of your last name?

MR. HALLORAN: H-A-L-L-O-R-A-N.

MR. MARTINEZ: And where were you born?

MR. HALLORAN: Cincinnati, Ohio.

MR. MARTINEZ: And what date was that?

MR. HALLORAN: February 4, 1922.

MR. MARTINEZ: And your parents' names?

MR. HALLORAN: Paul and Gertrude.

MR. MARTINEZ: And how many brothers and sisters did you have?

MR. HALLORAN: Four brothers. Had a great family, great mom and dad and brothers.

MR. MARTINEZ: How many of those members of the family are still alive today?

NPS-09-16-09-Batch 3

USS AZ_OHC_/3355 /Raymond "Hap" Halloran 6-17-1994

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MR. HALLORAN: All five boys, my mother and father are deceased.

MR. MARTINEZ: And where are you in the middle of that group?

MR. HALLORAN: I was number two.

MR. MARTINEZ: That's a good place to be by the way.

MR. HALLORAN: I know, just the right balance.

MR. MARTINEZ: I was number one. That was tough.

MR. HALLORAN: Poor Dan.

MR. MARTINEZ: And you grew up in?

MR. HALLORAN: Cincinnati, Ohio. In that area, yes.

MR. MARTINEZ: And you went to grammar school there.

MR. HALLORAN: Yes, with the good nuns and then to high school with the good Franciscans and I loved it back there.

MR. MARTINEZ: Well we have something in common, I went to 12 years of Catholic school and - - Franciscans, that's right. So I survived Catholic school as well. When did you get this interest in aviation?

MR. HALLORAN: You know, and I touch on that sometimes because as long as I can remember when I was young, maybe I was four, five, six or seven, I don't know when your memories are real, but when I'd be out in the back [video skips] engine planes would go over and then later the mail planes, I would get so excited and I'd stand out there like a little kid, which I was and say hey mister, give me a ride. I was hooked on airplanes with great intensity. And then I remember Wiley Post, the around the world flight. They were going to come in to a local airport. And I went up and just stood there for four or five or six hours and I'd walk around and touch the plane and stayed up there all night in a small airport. I caddied in those days and at the end of a long day I had no bicycle and I had ride home, I'd sleep in the sand trap. They were warm and you kind of went and put your head up on the bank and then the mail

NPS-09-16-09-Batch 3

USS AZ_OHC_/3355 /Raymond "Hap" Halloran 6-17-1994

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planes from Cincinnati to Cleveland would go over and you know I'd wait for them.

And I really loved airplanes.

MR. MARTINEZ: Did you get a chance to meet some of these famous pilots?

MR. HALLORAN: No I never did, but I was satisfied just seeing them.

MR. MARTINEZ: So just as a young boy this interest in aviation was always there.

MR. HALLORAN: Oh yeah. And one time a plane landed at our airport where I was caddy and it ran out of fuel. It was a Cessna I think, it doesn't make any difference. But he landed on number nine fairway and I was down at number eleven, which was probably a half a mile away. I dropped my player's bag, ran all the way up to touch him, you know you just don't do that, but I had to.

MR. MARTINEZ: Well I hope the players understood your enthusiasm.

MR. HALLORAN: You know, I think they did.

MR. MARTINEZ: So what golf course did you caddy at?

MR. HALLORAN: Ridgewood Golf Club.

MR. MARTINEZ: Is that still around?

MR. HALLORAN: It has a different name now, but I still drive by there.

MR. MARTINEZ: Do you play golf still?

MR. HALLORAN: I play a lot of golf.

MR. MARTINEZ: Oh great. I've played golf in Hawaii, it's a pretty good place to play.

MR. HALLORAN: Oh yeah, yeah.

MR. MARTINEZ: The war clouds were approaching as you were probably in high school, would that be correct?

MR. HALLORAN: That's probably a true statement, but I did not recognize it. I came out of high school in 1940 and the world was big, wide and wonderful.

MR. MARTINEZ: And at war, part of it anyway.

NPS-09-16-09-Batch 3

USS AZ_OHC_/3355 /Raymond "Hap" Halloran 6-17-1994

Transcription Date: 09/27/09 – Transcriber: RMR/hi

MR. HALLORAN: Yeah, but it was far removed.

MR. MARTINEZ: Did you have any interest in the type of aviation that you would see in the newspapers and magazines that the British were using. The Battle of Britain was of course was raging.

MR. HALLORAN: The Battle of Britain, the guys motivated me there and really, I thought that was absolutely outstanding. And you'd see some of them, you know the coverage wasn't great in those days. And it was really only natural in December 7, 1941 I was, we played the back nine first that day, Sunday as I recall. And because I was Assistant Pro and Caddy Master and picked up the papers and did the whole thing, get to play for nothing, but we came off the back nine and walked around the clubhouse. We were ready to tee off on number one, somebody said Pearl Harbor was bombed. And you know, the most important thing then was to hit a good shot off the tee. But later it was explained what that really meant and I had some feel.

MR. MARTINEZ: Did you know where Pearl Harbor was at that time?

MR. HALLORAN: No. But after that I probed. I have in inquisitive mind and found out and I knew, and I went up to Wright Patterson Air Force Base in Dayton, Ohio and enlisted. It must have been probably two months after Pearl Harbor, but I just had to go.

MR. MARTINEZ: And you enlisted in the Army Air Corps?

MR. HALLORAN: Mm hm. But then they didn't take us in right away. There were no bases and there were no planes. So I had to wait and wait and I think it was the end of '42 that I went in or maybe the fall of 1942, but all the while once you're committed, you want to go.

MR. MARTINEZ: Right.

MR. HALLORAN: And so finally I was called and basic training, and you know all the stuff you never dreamed of, had nothing to do with airplanes at least in my mind.

NPS-09-16-09-Batch 3

USS AZ_OHC_/3355 /Raymond "Hap" Halloran 6-17-1994

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MR. MARTINEZ: What kind of things were those?

MR. HALLORAN: Well, we went to Shepard Field Texas and we did the 25 mile hikes and all the drill, everything you know that the ground guys.

MR. MARTINEZ: Basic Boot Camp.

MR. HALLORAN: Yeah, wasn't what I expected.

MR. MARTINEZ: Expect to be sitting in an airplane, right?

MR. HALLORAN: Yeah, but we went through there and we went to college training at Texas A & M College and then to classification center and you take the test, what are you most adept at? And you get a chance at all. The evaluation was that I could take either Pilot, Navigator or Bombardier. But I wanted to know what do I do best at, what does it look like? I don't want to be a second class anything. So they said well, you're okay, but it seems that you like navigation. I selected that. I don't really think that I would have been comfortable flying a B29 and I didn't even know what it was in those days. I wanted to do what I was totally competent. And to navigate, and over here especially, I'm jumping ahead a little bit now. Last night I went out and looked at the stars, I still love the stars because you know they were my friends when we were coming home from Tokyo at night and you had to do celestial navigation. And I could look out and see those stars [video skips] about 4:00 this morning I went out on my deck at the hotel and you never separate yourself from things that helped you back then. But anyhow we did fine.

MR. MARTINEZ: So you had some familiar friends here in Saipan you were looking up at, right?

MR. HALLORAN: Yeah, oh yeah.

MR. MARTINEZ: Did you have an aptitude, obviously you had to have an aptitude. Do you have to be pretty good in mathematics, right?

NPS-09-16-09-Batch 3

USS AZ_OHC_/3355 /Raymond "Hap" Halloran 6-17-1994

Transcription Date: 09/27/09 - Transcriber: RMR/hi

MR. HALLORAN: Yeah and I loved it. I love math today and I loved the hydrographic tables and I loved the fact there was a solidarity about the stars. Every star that I saw last night is in precisely the same spot as they were 50 years ago. And with that fixed position, now the time of the day they would differ, but you have the books to compensate for that. And once you get that star, you know which one it is, you angle to where you are give you a spot. Then you get another star back here and that gives you another spot and they should meet right here. This one might be 38 degrees and 22 minutes, and this one might be 60, but last night I was out there going back to youth and navigating a little bit last night.

MR. MARTINEZ: Well navigator plays a very important role in an aircraft and especially if you get broken up from your group you're flying with. After your training was completed what was the next step?

MR. HALLORAN: Having completed navigation training, and had our wings and you go home and you're proud. And then you go back at the end of a week. Then they said now, your ordinates, we are looking for people who will agree to be dual rated, meaning Navigator and Bombardier. And they said all we'll tell you is this is for a brand new plane, I think they called it the secret plane to make it more enticing, and I heard that and that's all the details they would give us. So I volunteered for that and ended up going to Bombardier school and came out and then they told us that there was this new long range bomber, four engine, and that's about all they told us. And they said you will be assigned to that. Well you wait, and then you go to school and then went up to Kansas and that's where the training was going to take place. And at that time all we had was B17s and some B24s.

MR. MARTINEZ: What did you think of the B17?

MR. HALLORAN: It was a good plane, but if you ask me if I think of a B29, outstanding, super, great. The B17s were great, and those guys --

NPS-09-16-09-Batch 3

USS AZ_OHC_/3355 /Raymond "Hap" Halloran 6-17-1994

Transcription Date: 09/27/09 – Transcriber: RMR/hi

MR. MARTINEZ: They certainly were the work horses in Europe.

MR. HALLORAN: Aw sure, and they were good. And the guys who [video skips]

MR. MARTINEZ: How about the B24, did you fly in one of those?

MR. HALLORAN: Yeah I never really cared much for them. I didn't like that narrow wing, but they were good too.

MR. MARTINEZ: Carry a pretty good bomb load.

MR. HALLORAN: Yeah. But one day we went up there after all this training and I got out on the ramp in front of our classroom, was this silver B29. And you talk about a beautiful plane, something to really motivate you. That was it just standing there.

MR. MARTINEZ: Inspiring?

MR. HALLORAN: Oh yeah, at least that. I don't know a word better than that, but that's a good word.

MR. MARTINEZ: So when you walked out there and you and your fellow aviators looked at this thing you guys must have been saying, triumph of American technology.

MR. HALLORAN: Yeah. And to get in it. But that was not our plane. That was the whole. But then later on we did get some more and we did a lot of training in the B29 and we did some high altitude missions and we had a lot of problems early on with a brand new plane. We had engine fires, we had engine failures, I think we made six emergency landings, but one thing good about emergency landings, if there's anything good about them, we were on fire. Going into Albuquerque I can recall that and when the people at the base would hear about a B29, and we wore our badges with pride, I still have a little B29 on here, but everybody would gather around you and wanted to know about a B29 and you felt good about what you were doing.

NPS-09-16-09-Batch 3

USS AZ_OHC_/3355 /Raymond "Hap" Halloran 6-17-1994

Transcription Date: 09/27/09 - Transcriber: RMR/hi

MR. MARTINEZ: Right. Well it must be, did you say you actually had to bring one in that was on fire?

MR. HALLORAN: Oh, several times. But a lot of guys did. But that was part of the development of the 29. We loved it all the way through. Never a hate relationship, it was great.

MR. MARTINEZ: When did you go overseas?

MR. HALLORAN: So we completed training in let's say, the specific answer to your question is we left Harrington, Kansas and there they gave us a brand new B29 made at Wichita and that was our plane, the Rover Boys Express. And to have that thing, and the number, you know there it was, and that was ours now. And so we did the break in work, we swung the compass, we did check this out and check that out and I think we did that for about two weeks, but we were raring to go. The average age of our crew was 21. We had gunners 18, 18, 19, 19. The captain on the plane, I think he was 23, 24.

MR. MARTINEZ: How old were you then?

MR. HALLORAN: I was 21, 22. But we had fear. The thing you always did though, you kept your fear within yourself and the crew kept it within themselves and the group and that way.

MR. MARTINEZ: Well describe to me the crew members and what their responsibilities were on a 29.

MR. HALLORAN: We'll start up in nose section. Bobby Grace was Bombardier and obvious his prime responsibility he could also be a Gunner from up there, although on a B29 our guns could be remote controlled. Far advanced. Then we had Aircraft Commander sitting in the left seat, Snuffy Smith. Had the Co-pilot, they called him Pilot in a B29, everything was upgraded. We loved that. That was Jimmy Edwards from Winston-Salem. Then I sat directly behind the Pilot as Navigator. And a

NPS-09-16-09-Batch 3

USS AZ_OHC_/3355 /Raymond "Hap" Halloran 6-17-1994

Transcription Date: 09/27/09 - Transcriber: RMR/hi

Navigator and a Bombardier, the real purpose of this was if one of them were fatally wounded or injured severely over the target, you wouldn't was the route, I would take over or he would take over. He was also dual rated. Then we had an Engineer who sat up there facing backwards. Radio man to the right. And that was a pressurized section. Then there was a long tunnel that went into the back. It was probably about three feet wide and tall. The reason for that was the bomb bays underneath there, they were not pressurized. The rest of the plane was pressurized, so that maintained pressurization. And then directly at the end of the tunnel were three Gunners. A central fire control who controlled all remote, left gunner, right gunner, Tony Lucastlewich, Bobby Holiday and Vito Barberry. And then you moved back still, was a radar man, John Nicholson, and then you went into a non-pressurized section which you didn't do in flight. And you go back to the Tail Gunner, Cec Slaird out of Portland, Oregon.

MR. MARTINEZ: Wow. Total members then?

MR. HALLORAN: Eleven people on a crew.

MR. MARTINEZ: Boy. A lot of responsibilities.

MR. HALLORAN: And it's amazing. You know America really does things right. Here were 11 guys, we never knew each other. And all of a sudden we're in one room together and we're a crew. And you're looking at this fellow and that fellow, they were from 11 different states, from East to West, sort of like a Normal Rockwell painting and but God, you bond in a hurry and you have implicit faith. You must, otherwise it just doesn't work. And you trusted each guy to do his job. And we had a great crew.

MR. MARTINEZ: Your 29 was constructed by Boeing in Wichita, in a plant there?

MR. HALLORAN: Mm hm.

MR. MARTINEZ: And then you flew her where?

NPS-09-16-09-Batch 3

USS AZ_OHC_/3355 /Raymond "Hap" Halloran 6-17-1994

Transcription Date: 09/27/09 - Transcriber: RMR/hi

MR. HALLORAN: We flew from Harrington, Kansas which was a staging to Matherfield, California, about a hundred miles east of San Francisco. And I just got to comment that when we left we were given sealed orders each leg. That was pretty big time stuff you know. Brown envelope and you'd all gather around.

MR. MARTINEZ: Were you flying alone or with a group?

MR. HALLORAN: Alone.

MR. MARTINEZ: Alone.

MR. HALLORAN: Yeah, alone.

MR. MARTINEZ: And then you got Mather.

MR. HALLORAN: And then we got secret orders and said go to Rogers Field Hawaii. So we went there. That was our first long, over water trip and we were alone.

MR. MARTINEZ: So you went to John Rogers, not Hickam, which is adjacent to it.

MR. HALLORAN: Yeah, went to Rogers. But that night, there are times in your life that you'll always remember and you'll never forget. As we took off at night, about 10:00 at night from Mather and climbed to approximately 20,000 feet and we were heading west out over the Pacific. You saw the lights of San Francisco. At this time we could turn the lights on, there were no blackouts. And to look down from 20,000 feet and see that beautiful city, a crystal clear night and you look down. We were a talkative loquacious crew really, but all of a sudden everything went quiet on the intercom. And I know in my case I looked down and it kept moving back and we were moving forward and to see that and then you cross over the border and you're over the dark Pacific, not a sound on the plane. In my case I really realized, I was making a transition from Cincinnati, Ohio and school and parents and training and all of these things, the late things in life. We were now moving into a combat zone. And then we continued to move for another hour before anyone said anything on the phone. And I think that night, I know in my case I made a transition from youth to manhood. It

NPS-09-16-09-Batch 3

USS AZ_OHC_/3355 /Raymond "Hap" Halloran 6-17-1994

Transcription Date: 09/27/09 - Transcriber: RMR/hi

was a pretty dramatic step and even looking back today I know that happened. With some of the other people I have talked and other crews, and I think they all felt the same. But anyhow we went to Hawaii and --

MR. MARTINEZ: How long did that flight take to Hawaii?

MR. HALLORAN: I think it was 11 hours and 10 minutes. And we were at about 22,000 feet and we were our own guys and did the star shots and came in and nobody wanted to give me any, we could radar in whenever we wanted to. I said I want no radar. I just want to do this thing by celestial, I'm going to give you an estimated time of arrival and let me do it please because we're going to need to practice. And so everybody's getting me water to drink and we loved each other.

MR. MARTINEZ: Yeah. And you, how did you do? Did you make it?

MR. HALLORAN: Oh yeah, it was great. And that was a confidence booster too. You know you need those things. One night in Hawaii and took out for Quajaline I didn't even know how to spell it to put it in my log. But then we started to, so I finally put that down.

MR. MARTINEZ: When did you land in Hawaii? Was that morning or day time, or afternoon?

MR. HALLORAN: Let's see we took off at night and it took us about 11 hours and something, so it would have been daylight. Sometimes, the different islands, you forget where there's daylight. It was daylight because we say Diamond Head.

MR. MARTINEZ: That's a pretty nice view isn't it?

MR. HALLORAN: Oh yeah, yeah.

MR. MARTINEZ: Saw Pearl Harbor?

MR. HALLORAN: Yeah, but about that time we were getting ready to land and I don't think --

MR. MARTINEZ: Busy with other things, right?

NPS-09-16-09-Batch 3

USS AZ_OHC_/3355 /Raymond "Hap" Halloran 6-17-1994

Transcription Date: 09/27/09 - Transcriber: RMR/hi

MR. HALLORAN: I don't think anybody said that's Pearl Harbor down below.

MR. MARTINEZ: Was that the first time or had 29s gone ahead of you?

MR. HALLORAN: There were some ahead of us. Not many. Some of the early, I think the earliest one was the Josie came in October 24th of '44 and there were others. But a lot of the fellows, B29er's came over on ship. So when we got over, we missed the first raid and I felt bad about that. But we did fly to Quajaline and then stayed overnight, and that is a small island. We hit that. Then we went from Quajaline to, the secret ending place was Saipan. About that time you started hearing rumors of Saipan but that didn't mean anything to me. I didn't even know where it was.

MR. MARTINEZ: How much runway did it take to land and take off? What did you require?

MR. HALLORAN: Well with Saipan I will speak, I think we had 8,500 feet here. But to come in and land at Saipan, and I still have my log, the log book of all your computations on the way over. Took off at "x" time, Greenwich Mean Time, you always used Greenwich Mean Time, whether the time zones. So I read that last night and --

MR. MARTINEZ: How did you keep your log when you lost your plane?

MR. HALLORAN: Oh, see we brought that along and completed a mission to Saipan. And then you put your valuables in a footlocker. And when you're shot down, your buddies send your footlocker home.

MR. MARTINEZ: So you had already put that in.

MR. HALLORAN: So this ended up, after I did get home, I went through there and for days to time and looked at things and I found that and kept it.

MR. MARTINEZ: Your first bombing mission, can you describe that to me?

NPS-09-16-09-Batch 3

USS AZ_OHC_/3355 /Raymond "Hap" Halloran 6-17-1994

Transcription Date: 09/27/09 - Transcriber: RMR/hi

MR. HALLORAN: The first one was kind of a break in. We thought it was tough. But it was the day before Christmas in the afternoon and we went up to Iwo Jima, which I think was only about 650 miles up, probably about three hours and ten minutes. But we went up there alone and the Navy was to be bombed, or shelling from offshore and said if we see anything exploding down below that could be those shells. So we went in at about 20,000 feet and alone. We went from west to east and we did not have a good set up on our bomb run. You know when you get a good run set up, you can drop a bomb from 20,000 feet or 30,000 feet within 100 feet, 500 feet. But on this run with the wind behind us and a little faster than we normally do, we had a bad bomb run. I said hey guys let's go out and come back and go around. We'll be going into the wind, we'll have the direction of the wind, we'll have everything set up. Well we never did that again, but we went out, circled around, came back and had a perfect bomb run, except that anti-aircraft fire opened up as we proceeded westbound into the wind. And we had some hits. So we didn't tell many people back at the base that we decided to make a second run at it, but you learn quickly you never do it. But that was Christmas Eve day.

MR. MARTINEZ: Where were the hits on the plane?

MR. HALLORAN: On the sides and it was penetration holes.

MR. MARTINEZ: Nobody was injured though?

MR. HALLORAN: No.

MR. MARTINEZ: How'd the bomb run go?

MR. HALLORAN: Great. We were to hit a runway down below, had a great bomb run.

MR. MARTINEZ: You get back and do you celebrate your first one? Or what do you do?

NPS-09-16-09-Batch 3

USS AZ_OHC_/3355 /Raymond "Hap" Halloran 6-17-1994

Transcription Date: 09/27/09 – Transcriber: RMR/hi

MR. HALLORAN: I think you spend time alone. I think they drilled us because when you came back from alone, I call them up north missions, in a debriefing, if someone cared for, the doctor always gave you a drink and I never drank, but that night from Iwo Jima I did drink it down. I proposed a toast, but I think it was to settle you down.

MR. MARTINEZ: Yeah. When did you get to Saipan?

MR. HALLORAN: I came to Saipan, landed December 22, 1944.

MR. MARTINEZ: What did this place look like?

MR. HALLORAN: We were so concentrating everything we knew on our runway, on our living quarters, on Obijean Beach, on Ladder Beach and that was our whole world. We were told not to leave because there were still some people left here, some of the adversaries. But one night a couple of us grabbed a jeep, we just couldn't be confined. I was on guard duty in fact. I came down, picked up some of our guys and we took off and went. But never really, I could not give a vivid description or a recollection of what it was then. But from flying over and landing we had a pretty good.

MR. MARTINEZ: You were now, were you the member of the 73rd Bomb Wing when you went to Quajaline?

MR. HALLORAN: When we came, we were a member of the 73rd when we were back in Kansas. There were other wings, three other wings. They all trained in Kansas. Ours is the only wing that ever came to Saipan.

MR. MARTINEZ: How many airplanes were in that wing?

MR. HALLORAN: When we first came over we had 20 and then 30 and then 40 and then 50 and the day of the mission when we were shot down, which will come up pretty soon, I think we had 67 planes over the target. And you know, numbers like that you really don't know who dropped out, who went in the ocean, who turned back with engine problems, but I think 70 planes maybe.

NPS-09-16-09-Batch 3

USS AZ_OHC_/3355 /Raymond "Hap" Halloran 6-17-1994

Transcription Date: 09/27/09 - Transcriber: RMR/hi

MR. MARTINEZ: Were you the first plane lost?

MR. HALLORAN: No there were a couple lost on December 3rd. And then there may have been another one lost but after Iwo Jima we went over to Akashi, which was small name, not too well known near Osaka on the west side and over near Kobe. We did a great job there on an aircraft factory. That was probably our best mission. Even the 73rd early on from that altitude. Then we went over to Nagoya and had a pretty good mission over there. I'd say moderate to good and then came back and then started out to Tokyo one time, but our, dumb thing, our radio antenna was trailing and splashed up and cracked one of our domes on the side and we lost pressure. We had to go back and I think we were.

MR. MARTINEZ: One of the plexiglass type ones?

MR. HALLORAN: Yeah. You know just a freak accident, but we couldn't go with no pressure.

MR. MARTINEZ: Because you have to fly at high altitude and you've got to have that pressurized.

MR. HALLORAN: So that was, you hate to turn back, but we had to. But then the next mission was January 27, 1945 and normally on a day like that, on an early mission, this was the high altitude missions in the early days of the B29s. Later that changed dramatically.

MR. MARTINEZ: How did it change?

MR. HALLORAN: To low altitude and to get right down there and burn them out.

MR. MARTINEZ: Higher risk though when you go lower, right?

MR. HALLORAN: Anytime you take off and go north is high risk.

MR. MARTINEZ: Okay. For those that don't know, when you're flying at high altitude, even though you're in a pressurized cabin, what [video skips] are you

NPS-09-16-09-Batch 3

USS AZ_OHC_/3355 /Raymond "Hap" Halloran 6-17-1994

Transcription Date: 09/27/09 - Transcriber: RMR/hi

putting on to keep you warm and what kind of equipment did you have in there, personal equipment.

MR. HALLORAN: Well you had flying boots and I did put those on because they did not impede my ability to do my job. I had on light khaki flying suit with the zipper up. Had a jacket available, it had the Rover Boys logo, I think that was the only reason I brought that because never did we ever anticipate, so just when we were coming up on the target I had on a khaki flying suit, no jacket, and that was it, and no parachute.

MR. MARTINEZ: Did you wear oxygen masks?

MR. HALLORAN: No. That would bother me working, trying to reach.

MR. MARTINEZ: So only if you lost pressure would you grab that oxygen mask. Sometimes you see in the pictures, of course the B17s weren't pressurized so those guys had to wear them.

MR. HALLORAN: Yeah they had to wear them all the time.

MR. MARTINEZ: How about flack helmets or anything like that.

MR. HALLORAN: Yeah we had flack suits and I did throw the flack over here. I did not put on the lower flack nor did I put on the helmet. I didn't want anything, those were 15 to 15 1/2 hour missions. And you don't want anything to bother what you went up there for. So that was the situation.

MR. MARTINEZ: Describe to us your last mission.

MR. HALLORAN: We were probably awakened about 0300 or 0330 in the morning in our huts.

MR. MARTINEZ: Quonset huts?

MR. HALLORAN: Yeah. Nobody really had to awaken you because you never slept anyhow, but you faked it. [video skips] you know they'd tap you get up, get up and then you'd get dressed and then you'd ride trucks up to the briefing. There would be

NPS-09-16-09-Batch 3

USS AZ_OHC_/3355 /Raymond "Hap" Halloran 6-17-1994

Transcription Date: 09/27/09 - Transcriber: RMR/hi

a group briefing and then there would be individual gunner and navigation and bombardier and pilot briefing and then you were all synchronized and I remember the dramatic one was hacking your watches. I still play hack the watch occasionally.

MR. MARTINEZ: What's hack the watch mean?

MR. HALLORAN: That means that everyone has a watch and then you pull it out and then you set it. We'll say in 15 seconds the time will be precisely, you know 0900 hours or whatever it was, you had to have the same time if you were going to have rendezvous. And all of this took place for the whole master wing. And it made you feel like we were really organized. Funny how it was very important, but little things somethings.

MR. MARTINEZ: Synchronized watches.

MR. HALLORAN: Yeah, synchronized watches.

MR. MARTINEZ: That's called hacking the watch?

MR. HALLORAN: Hacking. Hack. After hit nine, hack, that was it. Boy you felt like you were official.

MR. MARTINEZ: Did you have breakfast that morning.

MR. HALLORAN: Oh yeah, you'd have breakfast.

MR. MARTINEZ: What kind of things did they feed you here?

MR. HALLORAN: Oh you know they were scrambled eggs, slightly blue, but they did the very best they could and food was the lesser part. And the other thing that was really nice on food was you were allowed to choose what you wanted for lunch that day on a mission. Anyhow after the briefing and after the breakfast about 0700 we'd go up to our planes and the ground crew would be there and they all kind of huddle around each other and these guys were just as much a part of this whole thing even though they never left the ground. They were critically important.

NPS-09-16-09-Batch 3

USS AZ_OHC_/3355 /Raymond "Hap" Halloran 6-17-1994

Transcription Date: 09/27/09 - Transcriber: RMR/hi

MR. MARTINEZ: Now was there a specific ground crew that was assigned to your plane?

MR. HALLORAN: To like V squared 27. Actually the brand new plane that we brought over was lost on a raid from Iwo Jima. I mean the planes came down, the betties, and we lost it. So the plane we brought, but that wasn't a catastrophe because we didn't have enough planes to have idle planes and you couldn't fly every day. So we took a plane and borrowed it, V squared 27. The fellows just happened to live across the street from us in their barracks. We had trained with them so they came up to see us off and said take care that plane. And we said we would.

MR. MARTINEZ: Probably said the same thing to the plane you brought over and that was lost.

MR. HALLORAN: Yeah, yeah, but that was lost by the bombing and strafing, the one that we brought over. So and it really didn't make any difference, you know you just wanted to get up there. And we'd take off, we'd gather round --

MR. MARTINEZ: Well what was that morning like, what was the weather like that morning?

MR. HALLORAN: It was just like this morning, good. But between here and Japan you'd have to say what was the weather like, what was the weather like and you'd hit two fronts most likely, weather fronts going up.

MR. MARTINEZ: How did the 29 handle heavy weather?

MR. HALLORAN: It handled very well. But it was still, we flew loose formation. After we, I can remember vividly, after we'd get in there and it was taxi time and you'd taxi out slowly and I went up there Sunday and saw those same taxi waves, there's a lot of weeds around them now. But you could see each one of them very clearly, you could see the taxi strips. The present runway has been cemented, but other than that, that runway had 68 degrees, they call it seven. You know you

NPS-09-16-09-Batch 3

USS AZ_OHC_/3355 /Raymond "Hap" Halloran 6-17-1994

Transcription Date: 09/27/09 – Transcriber: RMR/hi

shorten the zero. Yesterday the pilot said runway seven. It's really 68, but we don't want to get into a quibble about it. But anyhow, you'd taxi out there and then as you move around, I think we took off about every 45 seconds. But what a sound to hear all those guys cranking up their engine. And B29s turn back a lot of white smoke. There's only one left in the whole world. It still sends back the same white smoke.

MR. MARTINEZ: The one the Confederate Air Force had? Fifi?

MR. HALLORAN: Fifi.

MR. MARTINEZ: Yeah I've seen her fly. Seen her. Been in her.

MR. HALLORAN: Have you? But you know you taxi around, but then as you get to the end of the runway there were three Chaplains out there. And Father Healey was a guy I was focusing on and they'd give you the sign of the cross.

MR. MARTINEZ: They'd bless the plane, huh?

MR. HALLORAN: Oh bless the people and the plane too. I never thought of the plane. But they blessed us and I remember looking back and I'm doing the sign of the cross three times. I just wanted to build up any reserve.

MR. MARTINEZ: Did you have any premonition that something might happen that day?

MR. HALLORAN: No.

MR. MARTINEZ: Some people do you know and I was just that's why I asked.

MR. HALLORAN: No. No. No. If it did, you'd dismiss it in the first tenth of a second.

MR. MARTINEZ: Are aviator superstitious?

MR. HALLORAN: I can only speak for one and I am not. You know I don't know the teddy bear routine, I don't know all that. I had one person I called on, God. I had great faith both on a regular mission and in Japan. And the fact that I'm back here

NPS-09-16-09-Batch 3

USS AZ_OHC_/3355 /Raymond "Hap" Halloran 6-17-1994

Transcription Date: 09/27/09 – Transcriber: RMR/hi

today is not due to anything sensational I did. It was due to someone beyond me that pulled me through.

MR. MARTINEZ: Let's take you on the way to Japan and you're beginning your bomb run. Was this your first mission on to Tokyo?

MR. HALLORAN: To Tokyo, yes. We turned back on the previous ones.

MR. MARTINEZ: Yeah, so this was the first time over. What did that feel like flying on to Tokyo to take the war to them?

MR. HALLORAN: Well your first feeling is, at the briefing that morning they say our target today is Tokyo and the target number is 357. That was the toughest target in all of Japan. And people just go oooh. You know they look at each other, but nothing loud. And then to your question, it was kind of exciting going up. Our landfall, the place that we were going to touch land was on the mainland and was Hamamatsu. And then we'd come in Hamamatsu and by that time we had learned about this strong wind coming out of, over the Russian Territory, which again we now call the jet stream. All we knew was there was a big wind. The first mission over Tokyo, when the planes got up there [video skips] the turn, this wind was blowing them sideways south of the target. And we'll leave it at that. But then we learned go Hamamatsu, you go inland and go farther than you normally would so you can compensate for the wind. So there we were, over mainland Japan, we had been over before down southeast, southwest of there, and you are apprehensive. I'm not going to cover that, you're very, very apprehensive. There's very little talk, except when it's absolutely necessary. And then you go in and even pass, and then you make the turn to the right.

MR. MARTINEZ: How many planes were in on this raid?

MR. HALLORAN: I think there were a total of 67 and they did not all go in together. You'd maybe --

NPS-09-16-09-Batch 3

USS AZ_OHC_/3355 /Raymond "Hap" Halloran 6-17-1994

Transcription Date: 09/27/09 - Transcriber: RMR/hi

MR. MARTINEZ: Would you line them up?

MR. HALLORAN: No, they'd fly in a squadron. So they were minimum squadrons and we had four groups going in so segment, segment, segment, segment. And I would imagine the total difference over the target might have been ten minutes or something like that.

MR. MARTINEZ: When did the Japanese come up to greet you?

MR. HALLORAN: After we turned, the anti-aircraft fire, or flack, was extremely heavy and that was contrary to what we had been briefed. It took us about eight hours and fifteen minutes to get to Tokyo because the climb slowed us down. And the briefing that morning, by this young Intelligence Officer was today, target 357 there will be minimum flack at your altitude and there will be no fighters at your altitude, that felt pretty good. And then you get over there and you make the turn and the flack was extreme. Really heavy and you can see it and you can hear the boom, it's a subdued boom.

MR. MARTINEZ: You can hear it over the roar of the engines then right?

MR. HALLORAN: Mm hm.

MR. MARTINEZ: Was it loud inside of a B29 by the way? I meant to ask you that.

MR. HALLORAN: What was the question?

MR. MARTINEZ: Was it loud inside of a B29 from the engines?

MR. HALLORAN: I thought it was beautiful when all the engines were going.

MR. MARTINEZ: It kind of sung to you.

MR. HALLORAN: We - - when they worked you know. But no, they were just great.

MR. MARTINEZ: So here we go, coming up to target, what's going to happen next?

MR. HALLORAN: Then the next thing, the flack stopped and that would be European style where the flack would stop and the fighters come in. Quite often the flack would continue and the Japanese fighters would come in. They'd fly right

NPS-09-16-09-Batch 3

USS AZ_OHC_/3355 /Raymond "Hap" Halloran 6-17-1994

Transcription Date: 09/27/09 - Transcriber: RMR/hi

through their own flack. Now you can question the strategy, but they did. But on this day the flack had stopped and then started again and we were on, I would say we were, well I know, we were past Fuji and that's about 15 miles from Tokyo.

MR. MARTINEZ: Mount Fujiyama?

MR. HALLORAN: Mount Fujiyama, yes. And that day we could see it and it was pretty good. Most time it was cloudy up there.

MR. MARTINEZ: Pretty mountain, right?

MR. HALLORAN: Oh yeah, yeah. It had a circular top like you wouldn't believe, like an ice cream circle. But as we moved in then the fighters were swarming, they really were. That's about the only word I know.

MR. MARTINEZ: Came from every direction?

MR. HALLORAN: Most of them were coming head on, but some of them came up and made a pass at our tail. And so as we moved in and then I would say we were no more than eight or ten miles from the western edge of Tokyo when central fire control person in our plane, Bobby Holiday called out two at 12:00 high coming around at 1:00. That means that head on would be 12 and they were coming around at 1. And they were 2 [video skips] - - all three were the same thing, those were just names and they moved in, they were coming right at us. At that point I kind of leaned over, pushed up the edge of the navigation desk. I had to see this, get a good clear view of it and recall it. Then I went back to doing my work. But as they came in, the next thing was a tremendous noise, explosion. Things flying all over and they, one of them, and I don't know if they hit us with a cannon, I don't know those details. But it blew out a section of our nose and there were many things that happened from there. Apparently hit our generators, so immediately inside the plane it was 70 degrees above zero in a pressurized plane. In a few seconds it went to 58 degrees below zero, which was the outside air temperature.

NPS-09-16-09-Batch 3

USS AZ_OHC_/3355 /Raymond "Hap" Halloran 6-17-1994

Transcription Date: 09/27/09 - Transcriber: RMR/hi

MR. MARTINEZ: Does it suck things out that hole?

MR. HALLORAN: This is amazing thing, because under all the teaching we should have been sucked out or people should have been sucked out. Now the hole itself was not big enough for anyone to go through, but a hole that was like this, slit and sliced would have been enough to cause the whole thing. I do not know where the help came from that kept us in the plane and no one in the back blew. And then you think well it can't happen to us and so we had some brave guys in subs right off the coast of Tokyo. They were out there very close. [video skips] those coordinates down here with erasable ink so I have them for ready reference.

MR. MARTINEZ: Did a mayday go out immediately when you guys got hit?

MR. HALLORAN: No. We had no ability, everything went out. Radios went out, internal, external.

MR. MARTINEZ: Oh you had no communication?

MR. HALLORAN: We had no communications with anybody and we started to fall at a slow altitude and we were not on automatic pilot, we were on a bomb run for pilot directional indicator run.

MR. MARTINEZ: Were any engines hit or any place else?

MR. HALLORAN: We lost three engines very shortly, one of them the first pass and feathered that and have pictures of our engines smoking and trailing smoke.

MR. MARTINEZ: What would cause that, loss of the controls, the engines were overheating, or did they hit them?

MR. HALLORAN: No, no. That was shells. Shells went into them. They would probably follow up, but after the first hit, which was enough to bring us down, whether we admitted it or not isn't important. And we started to prepare, but we thought we're going to get out of here. We'll get out to the water, we'll land in the

NPS-09-16-09-Batch 3

USS AZ_OHC_/3355 /Raymond "Hap" Halloran 6-17-1994

Transcription Date: 09/27/09 - Transcriber: RMR/hi

water, we'll parachute, we'll be down by the subs and they'll pick us up. And you make all of these ornate plans and then you realize they were impractical.

MR. MARTINEZ: You know you're going to be coming down in enemy territory.

MR. HALLORAN: Oh yes, right over Tokyo. We were briefed never to parachute over a major city. That was just a succinct statement. Final word they would say at briefing and as usual, do not bail out over a mainland Japanese city. But when you're up there making a decision of exploding with the plane or going and our bombs were still one, we still had almost a half a load of fuel and we're burning and three engines by now were on fire and so our radio man did a brave thing. He took off his chute so he could fit through the tunnel and go all the way to the back. He was asked to do it, but he said I'll do it. Crawled all the way to the back to tell the gunners we have no radio, but bail out. Went back and told the radar man, you know another 20 feet, bail out. He went back to the tail gunner who was cut in two from enemy fire, so there was nothing to say to him, but he came back and he said Hap, everybody in the back is going. And then you felt okay and then we started to go, but our escape hatch was blocked. Where the nose wheel folds up into the plane, it was still there. We couldn't move anything. We had an emergency release of the bombs, but the bomb bay doors only were open about 70% of the way. So we said well maybe we can get in otherwise we were just locked in to go down the plane. We said maybe we can get in between the bombs and the bomb bay. We had never practiced exit. But there was an emergency release in there to manually release the bombs and I put my hand against the aluminum button, but at 58 below the aluminum just holds part of your skin onto it as you pull it off and a couple of us tried and said that won't go. And we tried to jam it with a navigation book, we couldn't get the bombs out.

MR. MARTINEZ: Meanwhile the plane is dropping in altitude at flying.

NPS-09-16-09-Batch 3

USS AZ_OHC_/3355 /Raymond "Hap" Halloran 6-17-1994

Transcription Date: 09/27/09 - Transcriber: RMR/hi

MR. HALLORAN: Softly, softly, softly. Yeah and why it was softly, shouldn't have been. Should have tilted and gone, but it didn't. So then we started to go and Bobby Grace - -. If you have a best friend on a plane like that, he was very special. He came back and he was very bloody from being hit up front, but he could walk and come back and we put our arms around each other and he said Hap I'll see you on the ground. And I think we knew that wouldn't happen, but you wanted to feel good you know. And then the other fellows went out and I stayed and I was with the Captain and then all the foolish thinking that you do at a time like that shows you're not totally imbalanced. He said come on Hap get out, this thing's going to explode. I said I want to go back because I had ordered a special menu that day of turkey sandwiches on white bread with the crust cut off and mayonnaise and chocolate pudding. And we had this up over the emergency escape hatch which we couldn't get open. I did go back, it was dumb, but I went back and snapped up a turkey sandwich and sucked both of those chocolate puddings down. Came back and he said get out and so we embraced again. He was a great guy, he's dead. And you get in between the bombs and you push your way down and then when you're about halfway out the wind just pulls you out.

MR. MARTINEZ: Had you ever bailed out of a plane before?

MR. HALLORAN: No, no and I didn't pay much attention at that. We had an hour's class one day. And you know you don't pay attention. And on planes now, commercial, I read those things all the time. I'm trying to compensate for my inadequacies then.

MR. MARTINEZ: What's it like jumping out of an aircraft? Do you know what altitude you guys were at?

NPS-09-16-09-Batch 3

USS AZ_OHC_/3355 /Raymond "Hap" Halloran 6-17-1994

Transcription Date: 09/27/09 – Transcriber: RMR/hi

MR. HALLORAN: I'm going to estimate within 1,000 feet. And looking at the planes out ahead, I'd say we were 29, 28, or 27,000 and since I was fool around [video skips] I'd say I'm pretty certain, I got out about 27,000.

MR. MARTINEZ: Were you the last man off the plane?

MR. HALLORAN: No, no, the Captain was. And in the back, I can't tell you what took place there and all I know is that that day over Tokyo or in Tokyo we lost one man in the plane which left 10 of us. And the total summation of that day would then, the Rover Boys Express lost six of their crew either in the air, in the plane, in the chute, or on the ground. And after I jumped out, to answer your question, you do that long loop like they used to show you in Junior High School physics class. Assume the speed of, and you think of that at a time like that. And I had on a chest chute. After I located I couldn't find it at first when we were on fire. Because I too had taken that off. But the radio man had pulled it out from under his desk. And you hook up and you go. I made a decision to get out of the cold, to get away from the lack of oxygen, to get away from any fighter opposition, so I decided to go as far down as I could. And again, I'm estimating within 1,000 feet or 500 feet.

MR. MARTINEZ: What's it like free-falling like that?

MR. HALLORAN: It's very slow really. And while you roll over and over, it wasn't anything like this. It was more a gradual, like a dream. I still have those dreams.

MR. MARTINEZ: Of bailing out of the plane.

MR. HALLORAN: And I reach out all the time to hold onto something. But it was a slow roll over and then you're looking down. I could see the city, first it was just like a high altitude photo shot and then as you get closer, things are getting in focused.

MR. MARTINEZ: To me it would seem a bit surreal. That this really wasn't happening.

NPS-09-16-09-Batch 3

USS AZ_OHC_/3355 /Raymond "Hap" Halloran 6-17-1994

Transcription Date: 09/27/09 - Transcriber: RMR/hi

MR. HALLORAN: I didn't know that word at that age, but it was surreal, but I just didn't know it.

MR. MARTINEZ: So what altitude do you think you pulled your chute out?

MR. HALLORAN: I think we should settle on 4,000 feet. It might have been 3,500. I pulled the chute.

MR. MARTINEZ: And what was that like?

MR. HALLORAN: A terrible snap. I was concerned. I was pretty heavy in those days, not as much as now. I never pass a food table anymore. After you starve for all that time, I have little control - -. So it was a terrible snap, boom. And then something flew off. [video skips] Not at that instant, no. I wouldn't have known it anyhow. You know when you're still alive, injuries don't mean anything. So the degree is death or living. But after that then something snapped off and I thought oh God there goes my right leg. What it was was my flying boot that I hadn't zipped up all the way. So that was my first crisis which was imagined. Then I'm hanging there and I have never, ever in my life, and that's 72 years now, ever been in a place that was more quiet. Almost sanctified in a way, if you didn't look down. Now if you looked down, your whole concept changed. But I was there and it was so quiet and then I saw off, I was probably at 2,500 feet by now when I saw three zeros readily identifiable, they didn't do the high work, they didn't get much over 20, 22,000, they would wobble. But there they were coming in at me and you're hanging there and you pucker up. By this time your hands are not frozen in that time, but I guess extremely frostbitten, but you have lost control, you could not close them and grip the chute cords. And I really wouldn't have known how to handle a chute anyhow. So you're there, and you see them coming at you and you tighten up, you really do and you're very fearful. And they came by very, very close, but not shots. And I would say they have short wings anyhow, I don't think they were more than 100 feet

NPS-09-16-09-Batch 3

USS AZ_OHC_/3355 /Raymond "Hap" Halloran 6-17-1994

Transcription Date: 09/27/09 - Transcriber: RMR/hi

away from me, the cockpit, 125, 150. The three of them circled back, throttled back, made sort of a loop and I thought the next time they come back I'm going to hold my hands in the air and kind of do this. I believe in comradeship between flyers, enemies and whoever it is. And I did this, and no shot. They turned around and came back and the lead guy sort of smiled and the second guy kind of waved like that and they took off. Now maybe if I hadn't been right over northeast Tokyo and over thousands of people, there could have been something to happen. I would like to give them credit for not taking any action.

MR. MARTINEZ: For sparing your life, huh?

MR. HALLORAN: Yes. I don't know what caused that either. I'd love to see those three guys some day. It is too late now and I have done quite a bit of that and just say you know thanks. But then you look down and your immediate concern is [video skips]

MR. MARTINEZ: - - did you land?

MR. HALLORAN: I landed up in a sort of a modified neighborhood, small I would call it you know industry in America. You know small plants, some open fields, and but when they passed me, this plane, and this is important, they put me in a backwash, I was doing a - - I was probably going 40 feet this way and 40 feet that way totally out of control, about frozen and I had absolutely no control and came down. When I hit the ground, I hit coming down at a fast speed and hit backwards and I was hurt, there is no question about it at that speed and the cold.

MR. MARTINEZ: What did you hit?

MR. HALLORAN: I hit the ground and I didn't hit any people and they were all over the place down there. But then I was dragged about maybe 100 feet or so and sort of a - - open field and there were homes and buildings around there. But then my parachute came up against the [PH] grape barber and stopped and I start going. And

NPS-09-16-09-Batch 3

USS AZ_OHC_/3355 /Raymond "Hap" Halloran 6-17-1994

Transcription Date: 09/27/09 - Transcriber: RMR/hi

then I can see the people closing in from maybe 200 feet and 100 feet and then they got in very close. Now the ones in the front stopped, and these were all civilians, I saw no military uniforms. But they probably stopped 25 feet from me on all sides.

MR. MARTINEZ: Now was your foot injured because you didn't have a boot on?

MR.HALLORAN: Sir?

MR. MARTINEZ: Your foot. One of your feet didn't have a boot on it, did it get injured?

MR. HALLORAN: That, no no more than the other, it was only for warmth. I was cold all over, so that was a minor incident really. Because, okay when my boot went off, it exposed one of another dumb thing that I had done. I had painted both of my shoes gold the night before just for lack of something better to do. You know to pass the time. You know there's nothing worse than coming into Tokyo with gold shoes. It had some special significance, some religious significance, or something special. And I wouldn't spend the whole day telling you about the special interrogations. What did that mean? The gold shoes. I wish I had never done it.

MR. MARTINEZ: So the people are all gathered around.

MR. HALLORAN: They gathered around, the ones in the front, as in most riots you know, the ones in the front are, they're trying to push back, but the ones in the back are pushing forward. And I would say within a space of 30 seconds, they completely overran me. I left my gun in the plane which was fortunate. And so what happened for the next, I would imagine five, seven minutes, I cannot guarantee time at this point in life, but I would say five, seven, maybe eight, nine minutes, they beat me severely. I'll tell you like it was. They stamped on me and they kicked me in the face and they kicked me every place on my body and then they came up with some tree boughs about this big and some lumber and they just took turns beating me. And I

NPS-09-16-09-Batch 3

USS AZ_OHC_/3355 /Raymond "Hap" Halloran 6-17-1994

Transcription Date: 09/27/09 - Transcriber: RMR/hi

was fading out of it. I don't know what it's like to die, but I know how it's close, how when you come close to it you know you're going to.

MR. MARTINEZ: So they almost beat you to death?

MR. HALLORAN: Yes and some of our guys were beaten to death. But there's not much you can really do. And then when you hurt so much, then you hope that it is quick. And then, when I say all of a sudden, I don't know the time element, I think I've given you the very best I can. But then the crowd started to part and because I was on the ground and I couldn't estimate the crowd, but from what I saw before I hit, I would imagine that probably an accumulation of 1,000 people there. But the ones that were of concern to me were the ones that were, and then suddenly the crowd parted like this, about six or eight feet. And I didn't it but then some military came in. Some very small fellows and they had those you know ugly hats on. They wore caps and they came up and they were going to take charge. The relationship between the Japanese civilians and the Japanese military was absolutely totally zero. The despicable hatred for each other I think and I saw it manifested many times. But when these military came in, I think what happened politically is that first the Japanese would not acknowledge B29s or anything would ever come over their land. Then they came over and they shot a lot down and a lot of the people who came down were killed. And that was taking care of the problem. But I think about now, they realized that there were a few prisoners taken before this time, December 3rd I know for sure, because I was with him. I think they said let's get some for interrogation purposes. And I think bring in some Officers. So I was very fortunate to have hit close enough to a military precinct station that they could get to me before I was killed. And when they came in the first thing to me they looked like Lugers, I'm not a gun person, and they were very small in their hand and two came [video skips] I don't know what they were and two stood back and two had their rifles and had

NPS-09-16-09-Batch 3

USS AZ_OHC_/3355 /Raymond "Hap" Halloran 6-17-1994

Transcription Date: 09/27/09 - Transcriber: RMR/hi

their bayonets on. And that's a formidable sight to see. And then both of them put one here and one here and pressed them so hard, you know right in here I think I was, it hurt and I thought they were going to shoot me and I really didn't feel too bad about that at that time. And but they didn't. And then they took my parachute and cut it up and put it in my mouth and tied my hands behind my back. Tied my feet together and then bent my feet back up and tied my feet and my hands together so I was just a big lump. And then they put a blindfold. And of all the things in life I hated then and now, constant blindfold over your eyes. You get a combination of a blindfold and a foreign language and in an enemy land, everything mentally happens to you and you can almost lost it. So then they, after I was tied up they let the civilians beat me some more. But then they put me up in the truck, just kind of threw me up in the back of the truck. The truck had, it was a metal truck and it had sides about that high and it had a fold down back. I was on there and we took off. And oh that metal was so cold and I was so cold in a khaki flying suit. I did have my jacket with me. I had put it on by that time but it was torn to shreds and they even tore out logo, which later when I could think at that level, it really made me sorry to see them have torn the Rover Boys logo.

MR. MARTINEZ: Your patch off you huh?

MR. HALLORAN: Sir?

MR. MARTINEZ: Yeah it was your patch that was on your jacket?

MR. HALLORAN: Yeah, yeah.

MR. MARTINEZ: So after that?

MR. HALLORAN: Put me on a truck and took me in and we were headed, I now know where we were headed. We were headed for Kempi Tai which was their torture prison in downtown Tokyo. They had no POW camps. They never thought we'd be taken, never thought we'd survive when we hit. But on the way they stopped at an

NPS-09-16-09-Batch 3

USS AZ_OHC_/3355 /Raymond "Hap" Halloran 6-17-1994

Transcription Date: 09/27/09 - Transcriber: RMR/hi

airbase and took me in to the Pilot's ready room. I'm a mess and they took my bindings off and put me in a chair, but I kept falling over. So then they tied me to the chair so I had to sit up. And then they had the guards with the bayonets and then the fighter pilots came down from the mission. You can tell fighter pilots. I had this up, here I had a pocket in my khaki flying suit and there were 10 stacks of chewing gum. And they found everything that I had and they took it. And God it was almost an internal fight over who was going to get the Dentyne Gum. And that was common behavior that I didn't expect. But then I was beaten there again and by this time the beating --

MR. MARTINEZ: By who?

MR. HALLORAN: By the guards on the orders or permission of and knock you over in the chair and then they would laugh and then they would tie you up again and knock you over again. That went on for quite some time. They threw me back on the truck. Now moving along here, we stopped at what I would describe today as a shopping center and they made me stand up again and untied me. And I had to bow in all directions to the people and I was pretty much of a bloody mess by then. And you bow and I remember my hand was hanging out over the back of the truck and I had a ring on from a high school person and it was hanging over and someone took a pair of scissors you can see right there, and tried to cut it off, but I kept that until I got over to there and I lost everything there. And we went from there after bowing to all the people, and there were more stones thrown and pieces of wood, but I was on the truck and there was no beatings there. Then over to the place and it was dark by now, it was winter, it was January and we had spent this time en route. I was taken into this building. I couldn't walk so they dragged me. Sometimes under my arms and sometimes just take my feet and drag me across the ground. Just like you saw in Iraq or wherever that was. And you go in and you're put in a cage, it was a cage and

NPS-09-16-09-Batch 3

USS AZ_OHC_/3355 /Raymond "Hap" Halloran 6-17-1994

Transcription Date: 09/27/09 – Transcriber: RMR/hi

spend. I was in with two other Japanese at that time which frightened me. One was, looked like a Sumo wrestler and the other looked like a doctor. I don't know what they were, maybe conscientious objectors, the one fellow later told me he'd invented a six engine bomber that was going to bomb New York City that month. And that's why he was in there. But I didn't want to fall asleep. And I was in the corner, the place was only about 5 feet long and only about 4 feet wide and they probably took up 70%, 80%, so I had a little corner I tried to sit in.

MR. MARTINEZ: Did you have any bones that were broken that you knew of?

MR. HALLORAN: I don't know.

MR. MARTINEZ: Did doctors come to see you?

MR. HALLORAN: Oh no. No medical attention ever, ever, ever.

MR. MARTINEZ: Nothing according to the Geneva.

MR. HALLORAN: No sir, the reason why not, the first thing that they did when I hit Kempai Tai, but a three page document in front of me and had me sign it. I couldn't hold the pen in my hand, they were out of control, so they put it in and helped me sign my name. What I was signing was all in Japanese. Was I had indiscriminately bombed their civilians, I was guilty of murder, I would be tried in Court for my life and I was therefore waiving all rights under the Geneva Conference rules. All B29 people signed the same statement. We were given priority treatment in a very negative way.

MR. MARTINEZ: Were you tortured at all?

MR. HALLORAN: Were we?

MR. MARTINEZ: Were you tortured?

MR. HALLORAN: Depends what torture means. If it means denied everything, if it means beaten, if it means dragged through the snow, if it means denied food and water and scalding water poured over your arm, beatings to the head, I think I qualified.

NPS-09-16-09-Batch 3

USS AZ_OHC_/3355 /Raymond "Hap" Halloran 6-17-1994

Transcription Date: 09/27/09 - Transcriber: RMR/hi

MR. MARTINEZ: You're hearing today, we were talking earlier and why you're speaking a little bit louder, is probably as a result of those beatings you lost some of your hearing. '

MR. HALLORAN: It could be, but I never blame anybody or anything unless I know positively those are the fact.

MR. MARTINEZ: But you were beat about the head?

MR. HALLORAN: Oh yeah, yeah, quite often.

MR. MARTINEZ: You said with rifle butts sometimes?

MR. HALLORAN: A lot of times. And when you're sleeping at night in a dark cell, many, there were some good guards. Everyone was not evil. There were some good guards. There were some moderate and there were some despicable, hateful people that I still have feelings about but they're only isolated to a few of those people who were not even human beings. I do not hold the Japanese today, or others.

MR. MARTINEZ: Not as a government, individually those people are responsible.

MR. HALLORAN: That's right. But at that time the whole thing was foggy. The strange voices and language made it pretty difficult to isolate. But there were some good. If they weren't a good guard, if he was not a good guard on shift, there was a little hole, this was a solid wall, then there would be a door, about four feet high and three feet wide and bamboo and that would be the exit door for interrogation. Within that door was a little door about one foot by one foot. And that's where you were fed. A ball of rice rolled through to you or a cup of water or a tin cup. But at night if the wrong guard were on duty he'd make you sleep, and you had one blanket and it was in January and February and March and in April and you have no body heat, but he'd make you sleep right there at that little hole in the door and then for no valid reason would come through during the night and hit you hard in the head with the

NPS-09-16-09-Batch 3

USS AZ_OHC_/3355 /Raymond "Hap" Halloran 6-17-1994

Transcription Date: 09/27/09 - Transcriber: RMR/hi

rifle butt. Then you found it difficult to sleep but sometimes your body was just so exhausted that you did it. You never become adjusted.

MR. MARTINEZ: How many months were you held prisoner?

MR. HALLORAN: I was 67 days in solitary and I never knew who was alive or who wasn't alive. On the wall in my cell were the names of three people from the Doolittle crew who had been there. They were brought from China, I now know these things, up there and three of those four were executed. And Chase Neilson and I still talk to him since we were cell mates three years apart, we understand. But I was in there, and that was terrible. When you're all alone and dark and cold and no medical. I was making a lot of noise from the pain and you were not allowed to make any sounds. There were no tappings of codes or anything like that. You just had to be quiet. They had to make you kneel for long periods of time for punishment until you would collapse and then you would get more beatings. But I drifted. But so that went on and then I was making this noise, because sometimes you've got to scream to express, just to let out. And then one day into my cell came the doctor as I now know and he had a long tube like this and about that big around and had green liquid it in. It was in a towel and with him was a First Lieutenant Japanese Officer and you know that's serious stuff. The Officers never really came down, they would delegate. The guard on duty had to get the Sergeant of the Day to get the Officer of the Day to get the key to come in or to take us out. So when the First Lieutenant came, you know that's serious either good or bad. And what it really was there were complaints from other Japanese people who were there and from the guards that I was out of control and so the doctor says for your pain we have some assistance. Now we know what that was and there were other people, that was a final injection and other people did end up being killed that way. And I asked please and the doctor spoke perfect. And I asked, I said give me a week. I will do my best, I will be quiet. And so

NPS-09-16-09-Batch 3

USS AZ_OHC_/3355 /Raymond "Hap" Halloran 6-17-1994

Transcription Date: 09/27/09 – Transcriber: RMR/hi

he's talking to the Lieutenant and finally I said if you wont do it for me ask him to do it for my mother and father and four brothers so I don't let them down. And the doctor talked to him in excited language and finally the Lieutenant bowed, not bowed, just kind of stooped over and left through the small door and the doctor left and kind of nodded. And I think I escaped that day.

MR. MARTINEZ: From being killed? You know Hap we could probably talk for hours about your POW experience. It just seems incredible. I don't, I think the people listening to this and people that will review this oral history just can't understand how people endure such things.

MR. HALLORAN: I didn't do it alone really. I prayed so often that as my only outlet.

MR. MARTINEZ: What kept you going was your faith?

MR. HALLORAN: Absolutely, and my parents. You had to have a reason to live so I focused on my parents and said I will do this for them. If I had been single, I would have gone. It would have been much easier. And then the prayers were short prayers but I absolutely do believe that I was saved and I had that much faith. I could even live out of my body and go home, but you'd stand there, my parents couldn't talk to me, the winding stairs, my dad worked on the railroad, so I quit doing that because you had to go through re-entry again and that was tough enough the first time. I used to go home and play golf and you quit those things and you learn to live just all alone there.

MR. MARTINEZ: So you would be taking like these mental trips just to survive.

MR. HALLORAN: Oh yeah I could do that. I'd go to the first hold at Ridgewood Golf Club and I couldn't tee off because there was a foursome down ahead and when that happened, I knew that I was getting too far overboard.

NPS-09-16-09-Batch 3

USS AZ_OHC_/3355 /Raymond "Hap" Halloran 6-17-1994

Transcription Date: 09/27/09 - Transcriber: RMR/hi

MR. MARTINEZ: Let's move past this most difficult time for you to liberation day and you have a photograph that was taken during that liberation period and you had lost a tremendous amount of weight it looks like.

MR. HALLORAN: I had.

MR. MARTINEZ: What was that feeling that day? You have tremendous smile on your face.\

MR. HALLORAN: Yeah it wasn't hard to smile. I smile a lot anyhow. And but then you see I never really thought I'd get out alive. Kraft were coming up and this was two weeks after the war. When they were coming in you envision something terrible happening to them and but when they came in and Commander Staffson was up in the front of the ship in a very flamboyant manner, and they loaded us, they tried to take the ones that were physically in the worse shape, take them out first to the hospital ship, The Benevolence in the bay. And to be there, there's no feeling like it I've ever had in my life. It's in a separate category.

MR. MARTINEZ: I suspect he words of Dr. King may have relevance here. "Free at last. Free at last. Thank God almighty I'm free at last."

MR. HALLORAN: Yeah, I didn't think that heavy. That's nice. And if I had 24 hours to think it over,

MR. MARTINEZ: Probably. I'm thinking that.

MR. HALLORAN: No, no, no at that time you just within yourself and maybe, I think that's about as, maybe, maybe, maybe I'll get home. Maybe I'll survive. Even on the hospital ship and even when our hospital ship was parked not too distant from the Missouri.

MR. MARTINEZ: You saw the Missouri?

MR. HALLORAN: Yeah and to be there and I was on the rail and then one of the --

MR. MARTINEZ: Did you witness the surrender?

NPS-09-16-09-Batch 3

USS AZ_OHC_/3355 /Raymond "Hap" Halloran 6-17-1994

Transcription Date: 09/27/09 – Transcriber: RMR/hi

MR. HALLORAN: I was on the hospital ship, but we were right there in Tokyo bay.

MR. MARTINEZ: But did you have a chance to look at it though?

MR. HALLORAN: Oh, oh yeah. And the more important to thing me was coming up from the south, up the bay, came every kind of airplane.

MR. MARTINEZ: I understand that there was a air armada.

MR. HALLORAN: It would have been my dream. You know I loved airplanes and see one at a time when I was growing up and now there were F6Fs and F4Us and the dive bombers and the 24s, covered almost, it didn't cover the sky, I'm not going to be dramatic, but coming over and just stand there and you're just shaking. And then at the end of that whole flight, I'm going to give a number, I know I must be close or conservative, there had to be over 400 and probably 500 B29s at low altitude flying in formation.

MR. MARTINEZ: How low?

MR. HALLORAN: How low? I'm going to estimate 1, 000 feet, 800 feet. Again, I'm not the greatest judge and my mental capacity wasn't the best, but oh they were low and the sound of those engines, and see I kind of [video skips] thought they were all coming back from Saipan because that was the only place I could orient myself to. And you stand there and you see them coming over, and I cried, I'm not ashamed. Well it was sort of, you know our guys coming back to get us. And that was a great day.,

MR. MARTINEZ: Perhaps so much wasn't, coming back to get you as perhaps saluting you.

MR. HALLORAN: Sir?

MR. MARTINEZ: Perhaps it wasn't so much coming back to get you as saluting you and all of those people.

NPS-09-16-09-Batch 3

USS AZ_OHC_/3355 /Raymond "Hap" Halloran 6-17-1994

Transcription Date: 09/27/09 - Transcriber: RMR/hi

MR. HALLORAN: Yeah, maybe so. But anyhow and then hospital ship and then flown home and went to a hospital for about six or seven months and the people were so good. If they gave us no medication and I had dysentery and yellow jaundice and beri beri and a whole string, but that wasn't important. Back in American hands and the hospital. The treatment they gave us is the treatment they should have given to the Viet Nam guys and feel so sorry for them. Because the immediate time when you're out is a time to treat you and work with you and hold your hand.

MR. MARTINEZ: Kind of debrief you.

MR. HALLORAN: And just to let you know they appreciated it. I can't imagine how I would have treated if they didn't appreciate what I had done in a quiet way.

MR. MARTINEZ: Why was it important for you to come back to Saipan?

MR. HALLORAN: Well you know, I'm in the twilight of my life, and there isn't one day in my life in the past that I haven't thought of Saipan and that I haven't thought of Japan. Not one day. And I think of my crew. Just about two months ago I went to Hawaii and visited the grave sites of two of them that I found from the Graves Registration Committee. One of them and MIA and I found out where the rest of them, just in the last six months I reached out to get ready for the closing chapter and so now I'm going to Portland, Oregon and just say a goodbye. This was the first time I'd seen these guys in Hawaii for 49 years. And then I'm going to Salem, Virginia and Kansas City and to be with the families in those places if they want, and they apparently do. And then coming back to Saipan is just a close out. A chapter. And [video skips] my days of youth and to go out here at the beaches last Sunday and the natives were there and they saw I was with another B29er and they saw these two old guys come on up and they offered us Coca Cola or beer and there were two birthday parties that day on the beaches and Onjean and Ladder and one over down at the south end and they invited us to come up and share with them and shake

NPS-09-16-09-Batch 3

USS AZ_OHC_/3355 /Raymond "Hap" Halloran 6-17-1994

Transcription Date: 09/27/09 - Transcriber: RMR/hi

hands with their children and be there. Then you want to be alone and see the water where you were. In your own mind you kind of imagine that maybe those were the same waves coming in. That's kid stuff, but I wanted to feel that way. Then we went up to the airstrip the next day and visited out old parking area and envisioned the Chaplains again. And all this wrap up and then to visit almost all of the island and then the people. And I think probably one of the greatest days, I've had a good life, and a good life is a balanced life, one where you've had a lot of good things and one where you've had enough tough things happen to you so you appreciate the good things. And I know in a selfish way I have a greater appreciation of life than anybody else living. I appreciate freedom. In the mornings when I'm traveling or when I'm at home, I will go out on my deck or look out the hotel window, that gets a little tough in Buffalo, New York in the winter, but I just say thanks God for another great day, a bonus day. And so when I came back here, and I think maybe the ultimate was that parade the other day. To ride in one of the jeeps and I was with two of the old scouts. They put three old people in the same car and a young driver. But I was proud to be with them. And to come along the street and ride up there and to see all the people and us.

MR. MARTINEZ: They were cheering you?

MR. HALLORAN: Yeah, they were and the kids were waving. And those who weren't waving, I wanted to make sure they felt at ease and I was waving to them and I almost transformed from where I was over to when I was waving a flag. You know years ago, and that was really a great thing and a great parade. The appreciation was nice and the cheering was nice, and it was like coming home in a way. And I think maybe halfway through you become emotional and you can't help it and I don't think that's bad. And all sort of it was sudden it crept up on me, that I had died, and

NPS-09-16-09-Batch 3

USS AZ_OHC_/3355 /Raymond "Hap" Halloran 6-17-1994

Transcription Date: 09/27/09 - Transcriber: RMR/hi

I'm not being dramatic and I was going to heaven and those were all friends and I thought that would be a good way to go and so that was a nice thing.

MR. MARTINEZ: Well Hap, I want to thank you for this interview. People who will listen to this will know what you went through and I think know what you contributed. Thank you very much.

MR. HALLORAN: Okay, enjoy life. I'm sorry.

MR. MARTINEZ: That's okay.

[END AUDIO]